## AMENDMENTS TO THE SPECIFICATION

(1) Please replace the paragraph beginning "Usually, when the vehicle" on page 3 of the specification with the following amended paragraph:

Usually, when the vehicle is traveling at approximately 40km/h, a period of time between ~~a hit of only one of the legs~~when only one leg of the pedestrian ~~against~~ is hit by the bumper and a time when the leg is struck or kicked up by the bumper, or a period of time between ~~a hit of~~when both legs of the pedestrian (which are aligned with a travel direction of the vehicle) hit ~~against~~ the bumper and a time when the legs are kicked up by the bumper are on the order of 10 to 20ms. In the latter case, when kicked up by the bumper, one of the pedestrian's legs ~~of the pedestrian~~ in contact with the bumper strikes the other ~~legs~~leg. The collision duration is, thus, substantially identical with that in the former case.

(2) Please replace the paragraph beginning "It is another object" on page 5 of the specification with the following amended paragraph:

It is another object of the invention to provide a simple and power-saving structure of a pedestrian-vehicle collision detecting apparatus for vehicles which is capable of discriminating between impacts with ~~pedestrian~~ pedestrians and other sorts of impacts accurately and quickly.

(3) Please replace the paragraph beginning "Specifically, in step 128" on page 17 of the specification with the following amended paragraph:

Specifically, in step 128, it is determined whether an absolute value of a difference between the distance *X2*, as calculated in this program execution cycle, and the initial collision distance *Xm1* is smaller than a given threshold value *Lth* or not and whether an absolute value of a difference between the distance *X3*, as calculated in this program execution cycle, and the initial collision distance *Xm2* is smaller than the threshold value *Lth* or not. If these conditions are both met meaning that a condition wherein multiple object-vehicle collisions are occurring remains unchanged, in other words, that locations of the multiple object-vehicle collisions remain unchanged, the routine returns back to step 102 in Fig. 11. Alternatively, if only one of the two conditions in step 128 is not met meaning that one of the legs of a pedestrian which was first hit by the vehicle has been struck up from the front of the

vehicle, thus resulting in a decrease in number of the locations of the object-vehicle collisions, then the routine proceeds to step 130 wherein it is determined that the vehicle is hitting a pedestrian, and triggering signals are outputted to deploy the airbags 3. The routine then returns back to step 102.